DEVELOPMENT CONTROL BOARD

6 December 2007

Reference: 04/00670/OUT **Officer:** Mrs Sonia Bunn

Location: Site Of Douglas Bros, Allotment Gardens & RDR Automotives (to Be Known As Little Swanscombe)
Craylands Lane
Swanscombe

Proposal: Outline application for residential development of up to 110 mixed units, together with new vehicular access to Craylands Lane, including emergency access, & creation of a development platform on which the new development will be constructed as detailed in the following plans and reports:

Applicant: Ravenseft Properties Ltd

Agent: David Lock Associates Ltd

Target Date: 16/08/2004

Parish / Ward: Swanscombe & Greenhithe T.C. / Greenhithe

RECOMMENDATION:

Approval, subject to the completion of a s106 agreement within six months of the date of this resolution

SITE SPECIFIC POLICY

(1) Dartford Local Plan: Not allocated

(2) Dartford Local Plan Review: Policy H1 (14): Housing Site

(3) The site is located on the western side of the junction of London Road and Craylands Lane. The southern boundary of the site runs along the lower slope of the railway embankment of the North Kent Line. The western end of the site is defined by steep sided cliff chalks rising some 20m above the quarry floor. These cliff faces also wrap around the south western edge of the site with London Road.

(4) Directly opposite the site, on the eastern side of Craylands Lane, is the former Omya works chalk quarry, which has been substantially filled with spoil from the excavation of the tunnel below the Thames constructed as part of the Channel Tunnel Rail Link.

(5) The application is roughly wedged shaped, measuring approximately 210m in length and varying in width from 80m at its western end up to 125m at its eastern boundary with Craylands Lane.

(6) The north eastern corner of the site was last used by a plant hire company; a fence encloses these premises. The remainder of the site is vacant and overgrown, with just a few small redundant buildings associated with a former car repair use.

(7) A trench crosses the site containing a number of pipes taking water from Eastern Quarry. It runs from the south eastern corner of the site under the London Road to Swanscombe Peninsula.

(8) The site is covered by a number of trees particularly spreading down from the railway embankment but also in the central and western parts of the site. This is predominantly young to early mature self-seeded sycamores, with some areas of scrub. Although the site description by the applicants includes reference to allotments, in fact these were removed a number of years ago as a result of the quarrying carried out on the site.

THE PROPOSAL

(9) The application seeks outline planning permission for the erection of up to 110 dwellings. All matters are reserved for future consideration apart from the vehicular access which is off Craylands Lane. In addition an emergency vehicular access is included on the submitted plans, which is in the south eastern corner adjacent to the railway land. A footpath/cycleway is also shown, within the site, along the western side of Craylands Lane.

(10) In order to achieve access to the site the submitted plans show the creation of a priority junction into the site (with a right turn lane). However, this is outside the application site. A development framework has been submitted with the planning application, which indicates the areas of development and open space proposed at the site. The western and most of the northern boundary will be woodland or landscaped trees and shrubs, approximately 0.27ha. A horseshoe of open space is proposed adjacent to this (0.15ha). A strip along the eastern boundary is set aside for access and the footpath/cycleway. The remainder of the site is shown as being for residential development, approximately 1.2 ha.

(11) Due to the amount of chalk extracted from the application site area, the ground level is to be raised by between 4.3 and 5.3 metres in order to meet Environment Agency standards. A development platform is therefore proposed which is 6.8m AOD in the west and along the northern boundary but rising to 12m AOD in the south eastern corner in order to meet Craylands Lane.

(12) An illustrative Master Plan has been submitted in support of the application, shows a residential development comprising apartments and houses, with the proposed buildings being three and four storey in height.

(13) A Baseline Review document has been submitted with the application which is an audit of the existing and proposed environmental issues relating to the site. This has been further supplemented with an Archaeological Assessment Report.

(14) A Transport Assessment has also been submitted to look at the impact on the local highway network. Further traffic count data was been produced for 2005 and the theoretical capacity of links in the local area has also been extended.

RELEVANT PLANNING HISTORY

(15) The application was first considered at the Development Control Board on 23 June 2005, at which time Members deferred a decision on the application for more information to be provided with regard to: the provision of current traffic count data; the link capacity along London Road and how this will vary along its length; a uniform approach when dealing with Transport Assessment with regard to other developments; and clarification of the Highways Agency comments.

(16) The application was again considered at the Development Control Board on 15 September 2005 at which time Members resolved to grant planning permission subject to the completion of a satisfactory legal agreement. Such a legal agreement has not been taken forward by the applicants and they have only recently sought to complete the agreement. Since matters have changed since the last consideration by Members two years ago, I

consider it appropriate that the application be considered again and the revised requirements for conditions and legal agreements be taken into account.

COMMENTS FROM ORGANISATIONS

(17) Those organisations which sought contributions or commitments through the legal agreement have been reconsulted.

(18) Kent Highways: Previously sought a contribution towards real-time information provided at bus stops but this has now been implemented by Fastrack and is no longer necessary. They also sought a contribution towards the St Clements Way junction improvement scheme; but this is now incorporated into the list of schemes covered by the Strategic Transport Scheme and so the contribution of £5000 per dwellings in the form of the Strategic Transport Tariff is now sought. Finally, they still seek the provision of a formal pedestrian crossing facility at London Road to provide access for pedestrians to bus stops on both sides of the road.

(19) Highways Agency: Following the submission of further information they concluded that the estimated additional traffic (generated by this development) likely to use the trunk road network is not, by itself, sufficient to sustain an objection to the proposed development although they are concerned about the cumulative impact of traffic from new developments. They therefore seek a commitment from the developer through planning conditions to ensure that this development secures a sustainable residential environment, by making provision to improve accessibility. They suggest conditions to cover: an agreed travel information pack should be available to residents, an agreed Travel Plan promotes non-car mode of transport for residents; parking not to exceed 1.4 spaces; good pedestrian and cycle links; facilities to link the built development directly to the bus stop.

(20) Environment Agency: Raise a number of comments covering their range of interests and are summarised as:

No objection as the land raising will eliminate any tidal flood risk.
Encourages the use of Sustainable Urban Drainage System and seeks a condition requiring details of surface water drainage.
Pressure is being placed on water abstraction in North Kent and they seek an assessment of water demand management options which will improve water use efficiency.
The site lies on a major aquifer and appropriate remediation should be carried out relating to contamination. They also seek approval of details of foul water drainage. Piling methods should be agreed. Trapped gullies and silt traps should be installed to hard surfaces and access roads.

(21) Kent Wildlife Trust: Confirmed that the proposed bat mitigation and monitoring as set out in a letter from the applicants consultants is acceptable and recommend these be secured by condition. They advise that if reptiles are found on site during the survey to be carried out this year a mitigation strategy should be prepared and approved. They also seek the implementation of an agreed ecological management plan for the site to be submitted with the application for reserved matters.

(22) English Nature: No comments.

(23) KCC Archaeology: Further assessment work was carried out following advice from KCC Archaeology. They confirmed acceptance of the conclusions in the report that there appears to be low potential for early prehistoric remains to survive on the site and low potential for remains from other periods. However, they qualify this as the site is overgrown and therefore some areas were inaccessible. Although they consider that it seems likely that there are no significant archaeological remains, which will be directly affected by the proposed development, they advise that there is still a need for some archaeological work. They agree with report recommendations that there should be industrial recording work undertaken, particularly of the tunnel area. They recommend the imposition of conditions if planning permission is granted.

(24) Mouchel Parkman on behalf of KCC Education, Libraries, Adult Education and Youth and Community. No longer seek any requirement for education provision. They seek the cost of providing additional library facilities at £216 per dwelling; they also seek a contribution of £798 per applicable house and £199.50 per applicable flats towards youth and community facilities; and finally they seek a contribution of £1352.76 per dwelling towards off-site adult social services facilities. (`Applicable¿ meaning two or more bedroom units and one bedroom units greater than 56sqm.

(25) Housing Strategy Manager: Seeks 30% affordable housing provision, made up of 10% social rented housing and 20% intermediate affordable housing.

(26) Swanscombe and Greenhithe Town Council: Objects to the application in its current form as the Transport Assessment states that it is intrinsically linked to that of Swanscombe Peninsula West and they contest issues raised by this. They suggest that all the large developments in the area plus this application be considered using common baseline data. They also object as part of the site falls within noise category C; no environmental impact assessment has been provided; the presence of bats has not been surveyed correctly and it is not clear how the air quality objectives will be met. Members seek reassurance that Kent Wildlife Trust has been consulted on the application and that the presence of bats has been taken into account. They seek advice on the use of the allotments. They also request that the Town Council receive finance to promote its leisure and community facilities.

(27) Stone Parish Council: Expressed concern over the overburdening of existing roads and services. Consider the development will impact on the air quality and noise pollution suffered by residents in this area.

(28) Thames Water: Recommended petrol/oil interceptors. They raise concerns that the existing water supply infrastructure may have insufficient capacity to meet the additional demands for the proposed development. They recommend a condition be imposed seeking impact studies of the existing water supply and the capacity available in the system and a suitable connection point be agreed before any work commences. They also suggest a condition requiring the approval of foul and surface water drainage.

(29) Southern Water: Advised that the public sewer is a partially combined system, receiving both foul and surface water flows, and no flows greater than currently received can be accommodated in the system. However, by removing some of the existing surface water entering the sewer, additional flows could be accommodated. If the applicant wishes to pursue this option they will need to carry out survey work to demonstrate existing surface water drainage and calculations for flows of the proposed development. They recommend conditions be attached to any consent seeking approval of surface and foul water drainage before any work commences.

(30) Environmental Health Services Manager: Advise that a full site investigation into potential contamination be carried out before the approval of a remediation strategy.

NEIGHBOUR NOTIFICATION

(31) One letter was received from a local resident who considers that the area is becoming over developed. Although they understand that the current proposal is not on the scale of others in the area it will put added pressure medical services and schools, and will increase traffic on the roads. If the developments do go ahead traffic lights should be installed on the junctions onto London Road

RELEVANT POLICIES

Dartford Local Plan

(32) Policy B1 seeks to achieve a high standard of development and sets out criteria against which development proposals should be considered.

Dartford Local Plan Review

(33) H1(14) allocates the site for housing as previously developed land.

(34) Policy H16 seeks the provision of affordable housing and Policy H21 seeks an element of Lifetime Homes as defined in the Local Plan.

(35) Policy DD1sets out criteria for achieving public transport orientated development.

(36) Policy DD6 seeks to ensure that development sites contribute to the Green Grid network by providing an attractive landscape framework and linking open spaces in urban areas. Criteria are set out against which such development should be assessed.

(37) Policy DD11 seeks a high standard of design in all proposals and sets out criteria to consider development against.

(38) Policy NR7 relates to Flood Protection seeks to ensure that any residential development is protected from potential flood events.

(39) Policy NR20 contaminated land and policy NR21 decontamination of residential sites seek to ensure that remediation work is carried out on potentially contaminated sites to ensure that there is no hazard for future occupations.

DEVELOPMENT CONTROL MANAGER'S COMMENTS

Key Issues

(40) The key issues for consideration are the principle of residential development on the site; the highway impact; the impact on ecology; the impact on drainage and water supply; and also whether a suitable environment can be provided for future residents as well as achieving a high quality of design.

Principle of residential development

(41) The site is separately allocated for residential development in the Local Plan Review. Policy H1 identifies the site for development with 150 dwellings. The development of this site results in the extension of Swanscombe beyond the railway line. Currently the railway forms an edge to Swanscombe but as the site is directly adjacent to the vehicular and pedestrian under bridge and therefore the site is closely linked to Swanscombe and I consider that it is suitable for development.

(42) In addition, the development of the site also allows for cleaning up of an industrial site and the reuse of previously used land, which is located on a prominent location on one of the main routes running through the Borough. The redevelopment of this site will therefore I consider improve the visual amenity of this part of London Road.

Highway Issues

(43) A traffic impact assessment has been carried out for the proposals by the applicants and the findings show that the impact of the proposed development on traffic flows through the London Road/Craylands junction would not be significant. It concludes therefore that the junction in its existing form would perform within capacity even with the proposed development. The assessment acknowledges that the proposed development would have relatively greater impact on traffic flows on Craylands Lane, which is mainly due to the low level of traffic using this local road. It concludes that the overall level of traffic would remain low and the traffic conditions on Craylands Lane would not change significantly as a result of this development. The findings of this traffic impact assessment are accepted by Kent Highways. In terms of vehicular impact the effects from this development are not considered

to be significant enough to require road improvements in the area or refusal of planning permission.

(44) In response to Members previous request the applicants carried out traffic counts for 2005. This demonstrated that the traffic assessment submitted with the application was robust as traffic flows in 2005 were reduced.

(45) Vehicular access to the site will be provided by a new priority junction onto Craylands Lane. This will include the provision of a right turn lane on Craylands Lane and a refuge island for pedestrians crossing Craylands Lane. Since some of the new junction arrangement is outside of the application site it is recommended that a condition be imposed on the permission, which requires this junction to be provided before occupation of the proposed dwellings. An emergency access would be provided to the south via a dedicated road protected by a bollard.

(46) The site is well served by public transport, including Fastrack due to its location on London Road and I therefore consider this an appropriate location for public transport orientated development as sought be local and national planning policy.

(47) However, the pedestrian and cycle access is poor at present due to the industrial history of the site. The proposal therefore includes the provision of a cycleway/footpath along its eastern boundary extending from the railway bridge to the bus stop on the south side of London Road. Steps are also proposed from within the site to London Road adjacent to the bus stop. However, access to the bus stop on the north side of London Road is still difficult due to the need to cross this busy road. In order to encourage public transport use Kent Highways and I consider it important that this crossing should be improved. Although this may come about when the junction with Manor Way is redesigned in connection with any development that may come forward on Swanscombe Peninsula, it is considered important to ensure that there is some improvement to pedestrian crossing facilities when the development is first occupied. It is recommended that a contribution be sought from the developer towards the provision of a pedestrian crossing facility.

(48) In order to further discourage vehicle use, parking on the site will be provided at 1.4 spaces per dwelling. The applicants also discuss the promotion of no-car modes of transport within the application, and the facilitation of a Travel Plan to encourage this. The Highways Agency is raising no objection to the proposal but have requested that conditions be imposed requiring the approval of a Travel Plan and the provision of travel information to occupiers. I consider that these are valid conditions for this development in order to encourage non-car modes of transport.

(49) As a development of over 10 units this development is now subject to the Strategic Transport Tariff. Further to the resolution of the General Assembly of the Council on 30 July 2007 an interim policy on a Strategic Transport Tariff has been adopted as a material consideration for development control. This requires a contribution of £5000 per dwelling for all new residential development above 10 dwellings. The tariff will be used to fund the Kent Thameside Strategic Transport Programme. A contribution has been sought from other developments in the area in order to try and mitigate the impact of such incremental developments on a Kent Thameside wide basis. The applicant has agreed to the payment of the tariff and therefore it is recommended that planning permission be granted subject to a section 106 agreement seeking this contribution when work commences on site.

Ecology

(50) There is some evidence of bats on the site and therefore the applicants are proposing mitigation to ensure their retention on site. They have also indicated that the bats will be monitored to see whether numbers decline. If this is the case Kent Wildlife Trust has suggested that an ecological management plan be implemented which will include measures to encourage their re-establishment on the site. Any works affecting the bats would have to be carried out under licence from DEFRA which would require detailed methods of working to be submitted. However, it is suggested that conditions be imposed on any permission to

ensure that satisfactory mitigation is carried out and to encourage the retention of bats on the site even after development has been completed. KWT are also seeking a reptile survey to be carried out. They are concerned that if found, any impact on the reptiles should be mitigated satisfactorily. I consider it is important that this work be carried out before any detailed layout is approved for the site, so that if necessary the mitigation can be designed into the site. I have therefore suggested the imposition of conditions ensuring the monitoring is carried out but also seek mitigation details before detailed layouts are approved.

Drainage/Water Supply

(51) A major aquifer lies below the site and therefore care will need to be taken with regard to the discharge of water into the site both during construction phase and for the final development. It is suggested therefore that conditions be imposed requiring the approval of the drainage details, which is a request of the Environment Agency, Thames Water, Southern Water. A condition requiring the submission of a code of construction practice to be approved will ensure that this risk is minimised during the construction phase.

(52) Both Southern Water and Thames Water have raised concerns about the capacity of the water supply in the area and the drainage system. However, both companies consider that there are solutions to this, which would not prevent development. They have therefore suggested conditions requiring further investigation work to be carried out and agreed before details of water supply and drainage are approved. Such details to be agreed before reserved matters are approved.

Residential amenity of future occupants

(53) Given the nature of the site there are issues that could impact on the amenity of future residents, these include the potential for overshadowing by the cliffs on the site, noise impact from London Road and the railway; access to local facilities and also the general density of development across the site.

(54) In order to ensure that areas of development are not unacceptably overshadowed by the cliffs or the railway embankment, the applicants have carried out daylight modelling. These indicate parts of the site will be overshadowed during the shortest day of the year due to the north facing cliffs to the west of the site. However, the extent of this overshadowing is fairly limited and the illustrative master plan indicates that this area does not need to be built on. I am satisfied therefore that this is an issue which can be designed out of the development in order to ensure a high level of amenity.

(55) The detailed design of the layout will also need to address the impact of the cliffs and the embankments to ensure a pleasant outlook for the proposed dwellings and also a safe environment. However, this is a consideration for the detailed submission.

(56) A noise assessment of the site has been carried out to assess the impact from the road and rail on the future occupants. The majority of the site falls within Noise Exposure Category B (NEC B) where Planning Policy Guidance Note 24 advises that appropriate conditions should be imposed to achieve an adequate level of noise protection.

(57) A small area along the northern boundary and northeast corner falls within NEC C. The majority of this area is occupied by retained wooded area. The illustrative Master Plan shows this area being used for open space and car parking although it appears that 2 units fall within the area classified as NEC C. NEC C is defined as one where planning permission should not normally be granted, although in cases where planning permission should be given conditions should be imposed to ensure a commensurate level of protection against noise.

(58) In this case, I do not consider that the extent of the NEC C area is sufficient to justify refusal of planning permission for development of the site as it covers only a small area of the site, much of which cannot be developed due to the topography. I consider that it is possible to locate the 110 units within that part of the site which is classified as NEC B. As this application is for outline permission for only, the detailed layout of the site will be considered

at reserved matters stage. I would suggest however, that in order to clarify the position a condition is placed on any permission restricting development in the NEC C area.

(59) Approximately 0.42 hectares of the site is shown by the applicants to be given over to open space within the development framework plan, which is almost a quarter of the total site area. Some of this area is unusable but I consider that there is sufficient open space on site to provide for the 110 units proposed. Additional open space along Craylands Lane is also within walking distance of the site. In addition, the site is in close proximity to facilities along Craylands Lane in Swanscombe and it is expected that links to Ingress Park will be improved by the creation of the Fastrack link to the east of the site.

(60) The Illustrative Master Plan shows that the number of units proposed could be accommodated within the site without comprising on the residential amenity of future occupants in terms of outlook and privacy. I am satisfied therefore that the site can accommodate the number of dwellings proposed.

Landscaping and visual impact

(61) A tree survey has been submitted with the application, which shows that there are no individual trees of value on the site. The woodland consists predominantly of regenerating sycamore. Many of the existing trees will be lost as a result of the land raising that will need to be carried out on the site. Tree belts would be retained along the western and northern boundary and outside of the site the trees on the railways embankment will remain contributing to the sylvan backdrop to the site. Additional new planting is proposed to supplement these existing landscaped areas and also within the built development of the site.

(62) Trees on the railway embankment lie outside of site and therefore unless affected by the railway operator will remain as a backdrop to the site on the southern boundary.

(63) As the proposal is only outline, I am not able to consider the detailed design of the development but consider that a high quality development can be achieved on this site which will contribute to the appearance of this major road through the Borough.

OTHER ISSUES

Air Quality

(64) The area is not designated as an Air Quality Management Area and air quality at the proposed site is predicted to be suitable for residential use within the supporting information for the application. The applicants argue that the development itself is not considered to cause any detrimental impact on air quality in the area as the traffic generation from the development is low and therefore any impact on air quality is considered to be insignificant. I would concur with these arguments as there is no evidence to the contrary and it would appear that air quality is not of a sufficiently poor level to warrant refusal.

Flood Risk

(65) The applicants advise that there is little evidence of flooding at the site as groundwater levels are being artificially lowered. However, in order to reduce the risk of flooding to new dwellings, site levels are to be raised to a minimum of 6.8m which meets the Environment Agencies requirements. Habitable floor levels will be a minimum of 600mm above this level.

Archaeology

(66) A desk-based assessment and site evaluation has been carried out on the site. This indicates that there is low potential for any early pre-historic remains to survive on the site. The report also advises that there is generally a low potential for remains from other periods except for some post medieval industrial remains, which includes the tunnels and nearby structures. Kent County Council Archaeology considers these conclusions are acceptable on the understanding the assessment was made when the site was overgrown and much of it

inaccessible. Therefore although they acknowledge that it seems likely that no significant archaeological remains will be directly affected by the proposed development, they recommend that there is further evaluation of the unquarried area when the site is cleared and that there should be industrial recording work undertaken. It is suggested therefore, that if Members are minded to approve the application, planning conditions are imposed to ensure such work is carried out.

Contamination

(67) The applicants have carried out a walk over survey and examined archival material to assess the potential for contamination on site. They conclude that the level of fill proposed will break contamination pathways to future residents and reduce potential for contamination to migrate into groundwater due to the reduction in rainfall.

(68) However, the depth of fill used varies across the site due to the variety in different levels. The Council's Environmental Health Services Manager is concerned that this may not be an acceptable approach across the whole site depending on land raise depth is minimal and the nature and level of contamination identified. It is therefore recommended that a full site investigation be carried out before the remediation strategy can be agreed. I would suggest therefore that a condition be imposed requiring full site investigation and approval of a remediation strategy.

Affordable Housing

(69) Policy H16 of the Local Plan Review requires 30% affordable housing for any urban residential schemes above 15 units. The Housing Strategy Manager has advised that this be provided in the form of 10% being social rented and 20% intermediate (i.e. shared ownership, submarket rent, discounted rent dependent upon need). It is recommended that planning permission be granted subject to a section 106 agreement seeking this provision.

Community facility contributions

(70) Kent County Council are seeking contributions towards libraries, youth and communities and elderly social care which I would suggest are incorporated into a legal agreement attached to the planning permission if Members are minded to grant planning permission.

LEGAL AGREEMENT

(71) Contribution to KCC for Youth and Community facilities is agreed by the applicants at £798 per applicable house and £199.50 per applicable flat. (applicable being two or more bedroom units or 1 bedroom units over 56sqm floor area).

(72) The contributions sought by KCC towards libraries (£216 per dwelling) and elderly social care (£1352.76 per dwelling) are not agreed by the applicant. They consider that there are existing library facilities in Greenhithe and Swan Valley which are likely to be used by residents of the site. KCC argue that the money will be used to increase facilities at the central library facility in Dartford. With regard to elderly social care the applicants argue that the scheme is unlikely to generate significant numbers of elderly residents whom would require the services of Age Concern (the facilities of which the money is intended to improve). The applicants do acknowledge however, that there may be some need for central library facilities and for elderly care arising from the development. They therefore propose to make a combined payment for both contributions of £86,000 which is equivalent to half of the full contributions combined. I have put this offer to KCC and am awaiting a response. I will report on this together with my further considerations in the update report to Development Control Board.

(73) Affordable Housing requirement is 30% provision on site. 10% being social rented and 20% intermediate (i.e. shared ownership, submarket rent, discounted rent)

(74) The payment of the Strategic Transport Tariff at a contribution of £5000 per dwelling (2007 prices) on commencement of works.

(75) Contribution towards the provision of a pedestrian crossing on London Road adjacent to the site. The level of contribution is still being discussed with KHS and I will report on this further within the update report.

HUMAN RIGHTS IMPLICATIONS

(76) I have considered the application in the light of the Human Rights Act 1998. I am satisfied that my analysis of the issues in this case and my consequent recommendation are compatible with the Act.

CONCLUSIONS

(77) In conclusion, I consider that this site is suitable for residential development and I am of the opinion that the development will not cause any significant adverse effects on the surrounding area or future occupiers of the site and that a high quality development should be able to be achieved on the site and will improve the visual amenity on this major road through the Borough..

RECOMMENDATION:

Approval, subject to the completion of a s106 agreement within six months of the date of this resolution

01 Approval of details of the siting, design and external appearance of the building(s), and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced. Application for approval of the reserved matter(s) shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

01 In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

02 Before work commences on site details of an environmental management scheme and construction code of practice shall be submitted to the Local Planning Authority for approval. The scheme shall include details of the hours of work; the use of machinery and equipment that is quieter by design and vibration control measures; details of dust suppression; removal of waste and spoil from the site; and the parking of site traffic, employees and sub-contractors vehicles. These schemes shall cover demolition and clearance of the site, land raising and construction. If necessary the details shall be revised and submitted for approval for each of these different phases.

02 To protect the amenities of the residents of nearby dwellings in accordance with Policies E14 and B1 of the adopted Local Plan.

03 Before any work commences on site and before the submission of reserved matters details, impact studies of the existing water supply shall be submitted to and approved by the Local Planning Authority. The studies should demonstrate the level of new capacity required by the proposal and how it can be met within the water supply infrastructure. The water supply shall be implemented in accordance with the approved details.

03 To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

04 Prior to the commencement of the development, details of foul and surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full accordance with the approved details and in accordance with a timetable to be approved by the Local Planning Authority. Such details shall include a survey and report assessing the capacity of the existing public sewer to accommodate the proposed flows from the development.

04 To ensure satisfactory means of foul and surface water drainage in accordance with Policies B1 and CF1of the adopted Dartford Local Plan and Policies DD11 and NR1 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

05 Prior to the commencement of any works hereby permitted on the site, and before the submission of reserved matters, details of a reptile mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority.

05 To ensure the protection of reptile species in the area.

06 Prior to the commencement of any works on site hereby permitted, and the submission of reserved matters, details of a bat mitigation strategy and a monitoring scheme shall be submitted to and approved in writing by the Local Planning Authority. The monitoring scheme shall be carried out for a minimum of 5 years following completion of works.

06 To ensure the continue presence of bats on the site.

07 Before the submission of reserved matters details an ecological management plan for the site shall be submitted to and approved by the Local Planning Authority. The implementation and review of the management plan shall be in accordance with timescales set out in approved plan.

07 To ensure the continued presence of bats on the site and any other species to be retained on the site.

08 No work on site shall take place until the applicant or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

08 To ensure that features of archaeological interest are properly examined and recorded.

09 No work on site shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of building recording in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

09 To ensure that historic building features are properly examined and recorded.

10 Before any works may commence on site, in accordance with requirements of condition 1, a landscaping scheme including both hard and soft landscaping, shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented during the first planting season following the occupation of the first unit and shall thereafter be maintained for a period five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season with plans of similar species and size to that approved.

10 To safeguard the visual amenities of the locality in accordance with Policy B3 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

11 11 No development approved by this permission shall be commenced prior to a contaminated land assessment (in accordance with the CLEA guidelines and methodology) and associated remedial strategy, together with a timetable of works, being submitted to the Local Planning Authority for approval.

1) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the Local Planning Authority prior to investigations commencing on site (ref1).
2) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology (ref 2).
3) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. Prior to any remediation commencing on site, approval shall be obtained from the Local Planning Authority of any such remedial works required. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.
4) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance (ref 3). If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.
5) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and the quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. This shall include photographic evidence. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the

site and evidence of the final point of any contaminated material, Waste Transfer Notes.
Ref 1 : Contaminated Land Research Report no. 2, 3 & 4 (DoE)
Ref 2 : Contaminated Land Research Report no. 1 (DoE)
Ref 3 : CIRIA Vols 1-12 Contaminated Land Series and CIRIA "Building on Derelict Land".

11 In the interests of safety and amenity in accordance with Policies DL1 and DL4 of the adopted Dartford Local Plan.

12 A gas impermeable membrane shall be incorporated within any residential structures along with a ventilated sub floor area in accordance with details to be submitted to and approved by the Local Planning Authority prior to commencement of works on site. Any services entering/leaving the structure shall be located above the gas impermeable membrane or adequate seals provided if the membrane is to be breached.

12 In the interests of safety in accordance with Policies DL 1 and DL4 of the adopted Dartford Local Plan.

13 The detailed layout submitted under condition 1 as reserved matters, shall not include any dwellings within any area shown to be Noise Exposure Category C or D. Unless it can be demonstrated that suitable levels of protection against noise can be provided to the dwellings. Such details shall be submitted to and approved by the Local Planning Authority and implemented in accordance with these details.

13 To ensure an adequate level of amenity for future occupants.

14 Before the commencement of development, details of noise attenuation measures shall be submitted to and approved by the Local Planning Authority. Such noise attenuation shall deal with the impact of external noise and also the provision of noise insulation between any proposed apartments. The scheme for attenuation shall detail the calculated effects of the proposed attenuation measures and shall be implemented fully in accordance with the details approved.

14 To safeguard the noise environment of future occupiers in accordance with Policies E14 and B1 of the adopted Dartford Local Plan and Policy NR13 of the Local Plan.

15 All habitable accommodation shall be at a minimum level of 7.3m above Ordnance Datum Newlyn and there shall be an unobstructed, internal means of escape from basement parking areas to a higher level from where rescue can be made.

15 To ensure that living accommodation is above the flood risk level in accordance with Policy NR7 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

16 Pursuant to details submitted in accordance with condition 1 (reserved matters) cross-sections and street elevations of the proposed development shall be submitted to the Local Planning Authority.

16 In order to assist in the understanding of the impact of the new buildings and streets within the proposed topography in order to ensure a high quality development is provided and that there will be no detrimental impact on future occupants.

17 Details and samples of all materials including surface materials to be used externally shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, unless otherwise agreed in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

17 In the interests of visual amenity and to ensure a high quality design in accordance with Policy B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

18 Before installation, details of all external doors and windows to be used on the building shall be submitted to and approved by the Local Planning Authority. The work shall be carried out and maintained in strict accordance with these approved details.

18 In the interests of visual amenity and to ensure a high quality design in accordance with Policy B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

19 The development shall not commence until details of all boundary walls and fences have been submitted to and approved by the Local Planning Authority. These shall be erected in accordance with the approved details prior to the first occupation of the development.

19 In the interests of the amenities of neighbouring property in accordance with Policies B1 and B3 of the adopted Dartford Local Plan.

20 No development shall take place until full details of secure and weatherproof cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to occupation of any residential unit and retained at all times thereafter.

20 In the interests of sustainability and in accordance with Policy T15 of the Dartford Borough Local Plan Review Second Deposit Draft.

21 Details of all street lighting, seating and all other street furniture to be used on the development shall be submitted to and approved by the Local Planning Authority prior to their installation. The approved structures shall be erected prior to the first occupation of any residential unit and thereafter maintained in accordance with the approved details.

21 In the interests of visual amenity and to ensure a high quality design in accordance with Policy B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

22 Before the development hereby approved commences details shall be submitted to and agreed by the Local Planning Authority with regard to the provision of satellite/cable television for the apartment blocks. Such provision shall ensure that all apartments have access to such networks at the first time of occupation without the need to erect individual satellite antennas. The details approved shall be implemented prior to occupation of each apartment.

22 In the interests of visual amenity and quality of the street scene in accordance with Policy B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Borough Local Plan Review Second Deposit Draft 2002.

23 Before the development hereby permitted starts on site details of rainwater harvesting and/or greywater recycling shall be submitted for approval by the Local Planning Authority. Such measures shall be fully implemented in accordance with the approved details.

23 In the interests of efficient water management.

24 No tree and scrub removal shall take place between 1 March and 31 August inclusive in any year, unless otherwise agreed in writing by the Local Planning Authority.

24 To ensure the protection of breeding birds.

25 During the demolition land raise and construction phase, the hours of working shall be restricted to Monday to Friday 0800 hours to 1800 hours and on Saturday 0800 to 1300 hours with no work on Sundays or Public Holidays.

25 To protect the amenities of residents of nearby dwellings in accordance with Policy B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Local Plan Review Second Deposit Draft.

26 Effective wheel washing plant and equipment shall be installed on the site in accordance with details to be submitted to and approved by the Local Planning Authority and thereafter maintained in full working order until the development has been completed and no vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance.

26 In the interests of amenity and highway safety in accordance with Policy B1of the adopted Dartford Local Plan.

27 No materials shall be burnt on site during the demolition and construction phase.

27 To protect the amenities of nearby dwellings in accordance with Policies E14 and B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Local Plan Review Second Deposit Draft.

28 If any infill material is to be brought onto the site, only naturally occurring rocks, sub-soils and soils (including those containing <20% organic matter) and recycled construction and/or demolition materials (but excluding those containing bricks and concrete >70mm, metal, plasterboard, asbestos cement or other contaminated materials) shall be used. This shall be from a certified source to ensure that it is not contaminated in terms of its intended end use. The relevant Certification Documents shall be sent to the Local Planning Authority (LPA) prior to any development commencing on the site. No development shall commence until the LPA has given written approval of the documents. No sludges or slurrys may be used.
Analytical evidence shall be provided to verify imported soils are suitable for the proposed end use. This will require characterisation of the source and target sites in accordance with BS ISO 15176:2002 and subsequent relevant soil analyses. The sampling protocols and soil guideline values to be used for assessment of suitability will be dependant on the source of the soil and the proposed use of the target site and this shall be agreed with the LPA prior to any development commencing on the site. As a minimum, for large volumes of homogenous natural soils for use in non-sensitive areas, such as commercial end uses, sampling frequency shall be at least one per thousand cubic metres (1:1000m3). Soils for use in sensitive areas, such as domestic gardens, and where imported soils are less homogenous, the sampling frequency shall be greater (i.e. up to one per hundred and fifty cubic metres (1:150m3)).
A closure report shall be submitted once remediation works have been completed. This shall include results of all sampling undertaken and certification of imported soils. This condition shall not be discharged until a closure report has been submitted to and approved by the LPA.
Ref 1. R&D Publication CLR8 (2002) 'Potential contaminants for the assessment of land' (DEFRA and the Environment Agency)
Ref 2. BS ISO 15176:2002 'Soil quality - characterisation of excavated soil and other materials intended for re-use.'

28 In the interests of public safety and in order to prevent the pollution of the groundwater.

29 A Travel Plan shall be submitted to and approved by the Local Planning Authority before any dwellings hereby approved are marketed for sale. Such a Travel Plan shall include incentives to encourage non-car modes of transport and the provision of a Travel Pack which promotes non-car mode of transport for residents and includes travel information which shall be incorporated into the marketing of the properties and presented to the residents on first occupation.

29 In order to encourage non-car modes of transport and create a Public transport orientated development in accordance with Policy DD1 of the Local Plan Review.

30 No residential unit hereby approved shall be occupied until the junction hereby approved to provide access onto on Craylands Lane has been completed in accordance with approved plans.

30 In the interests of highway safety.

31 No residential unit hereby approved shall be occupied until the cycle route and footpath along Craylands Lane/ London Road as shown on the approved plans has been provided in accordance with details approved by the Local Planning Authority.

31 In the interests of ensuring access for pedestrians and cyclists in accordance with Policy B1 of Adopted Dartford Local Plan and Policy DD11 of Dartford Borough Local Plan Review 2nd Deposit Draft 2002.

32 An emergency vehicular access serving the development shall be provided and made available for use where necessary, before occupation of the first dwelling.

32 In the interests of highway safety and providing vehicular access to the site at all times.

33 Prior to the occupation of any units within the site a management plan for the public realm landscaping (both hard and soft landscaping) shall have been submitted to and approved by the Local Planning Authority. Such a strategy shall be implemented and maintained in accordance with the approved details.

33 To ensure the maintenance of a high quality public realm, in accordance with Policy B1 of the adopted Dartford Local Plan and Policy DD11 of the Dartford Local Plan Second Deposit Draft 2002.

34 All surface water drainage from parking areas and hard standings shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

34 To prevent pollution of the water environment in accordance with Policy B1 of the adopted Local Plan and Policies RDR07 and NR4 of the Dartford Borough Local Plan Review Second Deposit Draft.

35 The areas shown on the approved plans, submitted and approved under condition 1, to be public open space, pedestrian routes and cycling routes shall be kept available for such uses at all times for use by the general public in perpetuity.

35 In order to ensure public open access is maintained.

36 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no extensions, alterations or other forms of enlargement including roof enlargements shall take place without the prior permission of or on behalf of the Local Planning Authority.

36 To ensure that, given the density of the development proposed, such additions are not intrusive in the overall visual amenity of this prominent site or result in detrimental impact on neighbours.

37 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no demolition of buildings or boundary walls, fences or other means of enclosure shall take place unless agreed in writing by the LPA.

37 To maintain the high quality visual amenity of the development.

38 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no satellite dishes shall be erected on the dwellings hereby permitted unless agreed in writing by the Local Planning Authority.

38 To maintain an uncluttered visual appearance to the development.

39 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) with the exception of no more than one building of less than 10 cubic metres, no building shall be erected in the curtilage of the dwellings hereby approved unless agreed in writing by the LPA.

39 To maintain an uncluttered visual appearance to the development.

40 All windows which are shown to have obscure glazing shall be maintained with obscure glazing and be non-openable at all times.

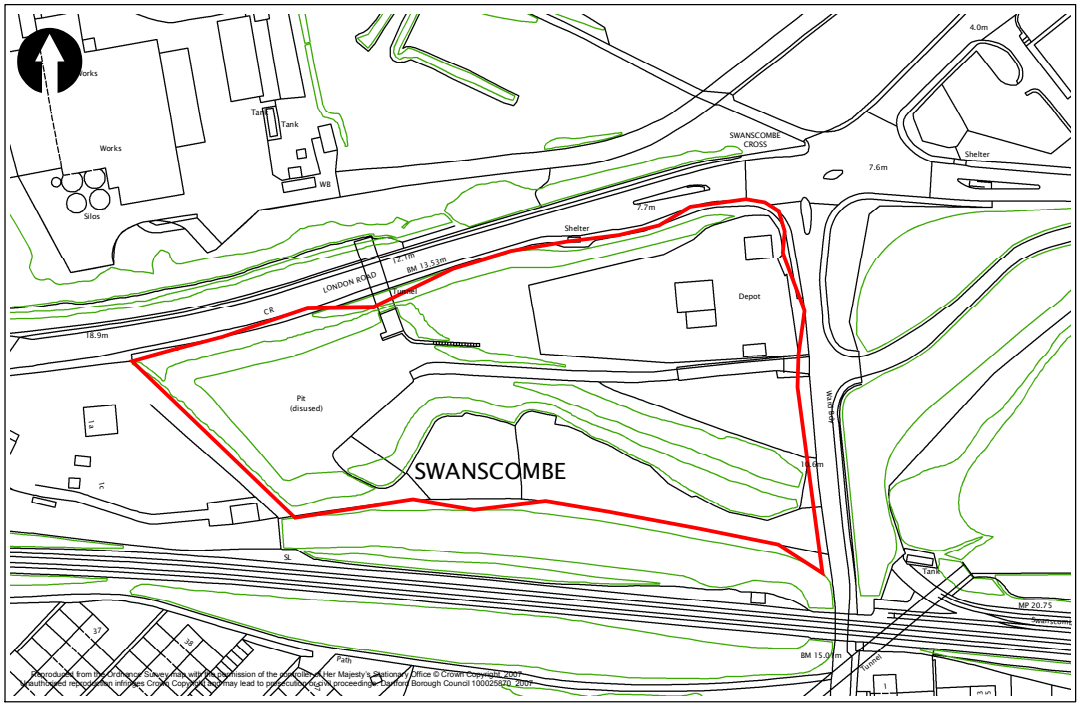
40 In the interests of privacy of nearby occupants.

INFORMATIVES

01 Southern Water advise, in their letter of 1 June 2005, that alternative means of surface water disposal be investigated, which do not involve a discharge to the foul/combined sewer.

02 The Master Plan submitted with the planning application is illustrative and is therefore not approved under this permission. The Local Planning Authority would like to clarify that any detailed layouts submitted under reserved matters will be expected to take into account the results of surveys required by the above conditions. The Local Planning Authority would also express concern that the layout shown on the Masterplan appears to take little reference from the final contours of the development. It is hoped that the layout submitted for approval under reserved matters will be designed to integrate with the contours rather than intersect them. The detailed design will be expected to avoid areas of the site that are significantly overshadowed.

03 The traffic impact assessment assumes that parking will be provided at 1.4 spaces per unit overall. Given this assumption the Local Planning Authority will expect the detailed layout to conform to this assumption.



Application No:: 04/00670/OUT	
Address : Site Of Douglas Bros, Allotment Gardens & RDR Automotives (to Be Known As Little Swanscombe) Craylands Lane Swanscombe	
Date: 26 November 2007	**Scale:** 1:1250